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A BRAVE ENGINEER.

The highest order of human courage is that which impels a man, in his cool and reflective moments, to confront approaching danger of death, that it may be averted from others. An act of such cool, deliberate, self-sacrificing heroism, in which R. P. Irving, a young engineer on the Ohio and Chesapeake Railroad, was the actor deserves the record. On Wednesday of last week eleven trains were blocked at Waynesboro, awaiting the arrival and passage of extras which were behind time.

These having finally come up and passed on their way westward, the eastward-bound freights were at liberty to resume their way. The first of the eleven started up the heavy grade toward the tunnel, but owing to the sleety condition of the track, could make no headway. Mr. Irving, the engineer of the next train behind, uncoupled his engine and came to the assistance of the other. Their united forces got the heavily-laden train under way, and Mr. Irving, after helping it over the heaviest grade, backed down to his own train. He was scarcely in position again when the familiar rattling sound of an approaching train struck his ears. He looked up, and for a moment stood horror-stricken as he saw a section of the train he had helped up the grade coming slowly back now, but gathering speed as it moved. He realized the situation in an instant. Thirteen heavily-laden cars had by some accident become uncoupled from the rest of the train and were now returning down a seventy-five-foot grade, threatening a collision with the standing train that must have entailed an immense destruction of property, besides the mangle of human victims.

The young engineer did not hesitate a moment. He saw there was but one thing to do, and he did it, though he knew that his own life was in all likelihood to be sacrificed. The approaching section had already gathered considerable headway when he put his engine in motion to meet it and break the force of the collision. Whatever might be his own fate the lives and property behind him would be saved. It was a terrible spectacle—the heavy cars with their thousands of tons burden thundering down the grade and threatening to immolate whatever opposed their path—the single engine, under a full head of steam, fairly leaped up the grade as if anxious for the encounter. The young engineer was seen by several as he passed flying into the jaws of death. He stood with his hand upon the lever, pale, but resolute, slightly crouching as he watched the descending mass that at the next moment was to overwhelm him and his engine and consign him to a frightful death.

The shock came. The interlocking gear had somewhat lightened it, reversing his lever at the last moment. The crash was awful. The engine car fairly mounted the opposing engine, dashing itself to pieces. A scene of wreck and ruin ensued. There were no particulars of the extent of the damage or the loss to the company; nor are we much concerned about that. What does concern us is the fact that the brave engineer lay the midst of the wreck bruised and wounded, but beyond that unharmed. He stood the long train of a which he had saved from wreck, around his prostrate form stood those whose lives he had saved by an which has few parallels of boldness, promptitude and deliberate self-sacrifice.—Richmond (Va.) Whig.

Editors as Postmasters.

One of the earliest forms of the use of patronage was that of subsidizing the country press by appointing the editor to office. The natural sequence was that the weekly paper was always very friendly to the administration. It was not impartial editor, but the officer who spoke. Attention was paid to this evil more than 40 years ago. But there is a recent illustration of it in a late letter from Ohio to New York Times.

Speaking of the impression produced by the nomination of Mr. Tilden in the Congressional district which was so long represented by General Garfield, the correspondent writes:

One out of ten republicans were and indignant, and such expressions of favor as have been made have come either from the lines or from such newspapers as political ends to serve. One editor has a post-office, and another the nomination; another had a brother-in-law a postmaster, large post-office, and he appointed; another has a son-in-law with an important legislative position and an associate editor from a brother in a consular position and he appointed. The only republican in Garfield's congressional district that has not denounced it is a man engaged at present in England as clerk of a special circuit.

In this way that patronage mixed to bribe even the press in its chief function, by a pervasion of public opinion. We are appointed to an office inevitable that his conduct in the general conduct of his power should cease to be his value in the community was his relation to it. It is a strong argument for a careful watching of the whole system of appointments.—Harper's Weekly.

Artful Variety of PHOTOGRAPHS, suitable for the Salt Lake Herald, April 2.

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